Chapter 7: Street Standards and Guidelines

a) Street Assembly

(1) Selected terminology of the streetscape assembly are defined and illustrated in Chapter 10 - Definitions

(2) The urban landscape is characterized by a set of interdependent elements that create a sense of place. These include street types, building types, frontage types, and the form and disposition of landscape and lighting. Streets provide both the major part of public open space as well as moving lanes for vehicles, bicycles and transit.

(3) A street is associated with a particular type of movement, and is endowed with two attributes: movement type and character. The movement type of the street refers to the number of vehicles that can move safely through a segment within a given time period; it is physically manifested by the number of lanes and their width, by the centerline radius, the curb radius, and the super-elevation of the pavement. The character of the street refers to its suitability as a setting for pedestrian activities and is physically manifested by the associated frontage types as determined by location.

(4) The primary function of streets is to provide access to private lots and open spaces. In accordance with the intent of these Standards and Guidelines, primary and secondary streets must be designed to support several modes of transportation: motor vehicles, public transportation, pedestrians and bicycles.

(5) Consideration shall be given to functional and aesthetic goals such as: the scale of streets, the placement of landscaping to provide visual interest, the definition of outdoor spaces, and enhancements which ensure a pedestrian-scaled environment.

(6) This chapter provides detailed dimensional requirements for the creation of context sensitive streets within the BSAP. Street design details vary depending on the street hierarchy and this chapter encourages the development of a varied set of streets.

b) Street Components

(1) The required right-of-way for each street is depicted in the street sections in this Chapter.

(2) Right-of-way (R.O.W.) is comprised of components of the vehicular, bicycle and pedestrian realms.

(3) The transportation way is comprised of travel lanes, on-street parking, on-street bike lanes and/or other components within the curbed area.

(4) Travel lane configuration indicates the number of lanes that are appropriate for the section and whether the street is to accommodate one-way or two-way traffic.

(5) Travel lane width specifies the size range for vehicular travel lanes.

(6) Pavement width is dimensioned to the face of curb and includes the gutter and is provided as a check on vehicular realm width. The final pavement section shall lie within this range.

(7) Sidewalks may be located in the private easements in unique situations and shall be approved through the DSUP Process.

(a) Sidewalk width specifies the range of allowable sidewalk sizes.

(b) Planter/tree well width indicates the appropriate size range for planters.

Diagram 7.a - Framework Street Classifications

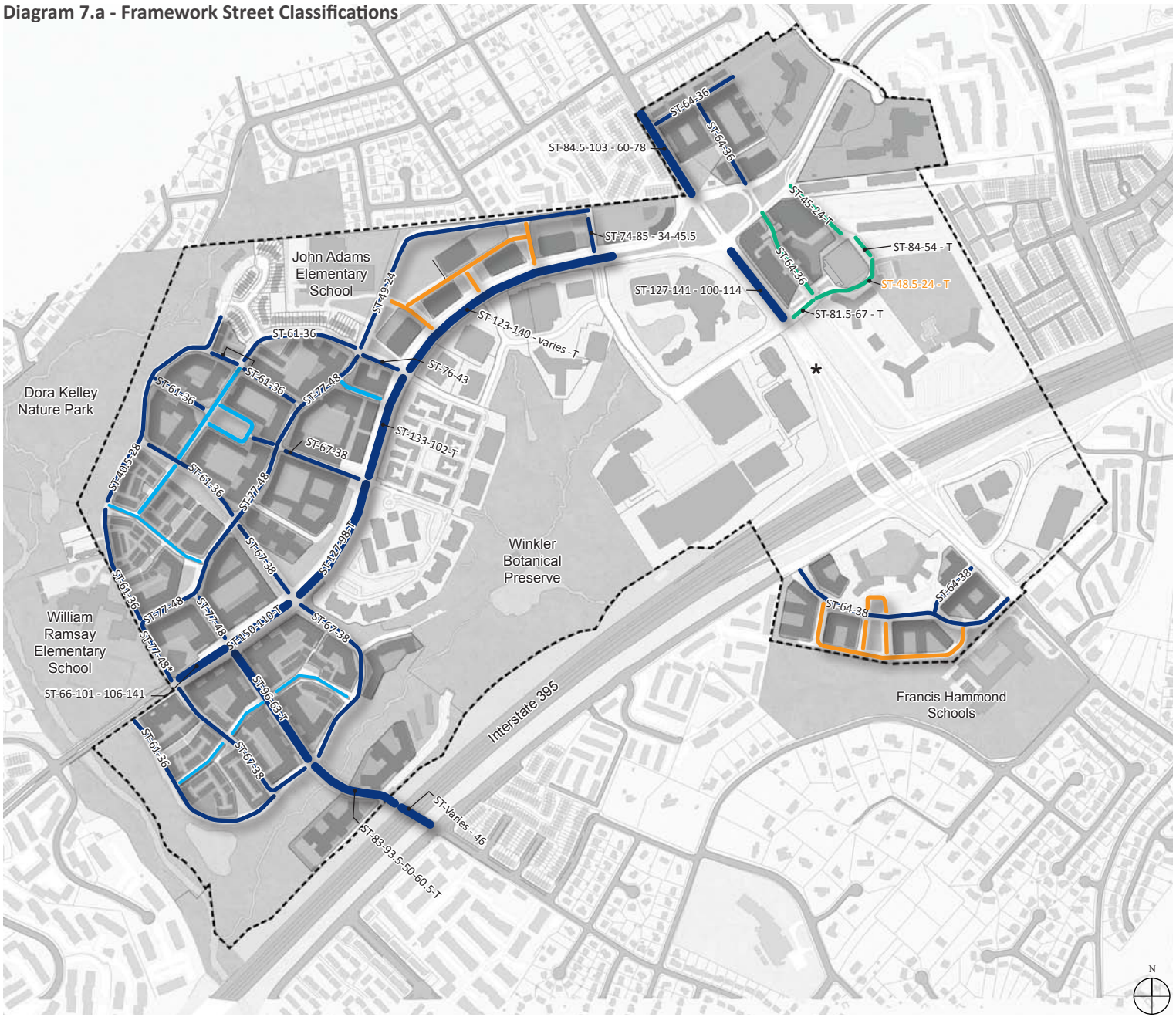


Diagram 7.a Framework Street Classification

- BSAP Boundary
- Public Framework Streets
- Public Non-Framework Streets (See Chapter 9)
- Private Streets (with public access easements) and determined during DSUP process. (See Chapter 9)
- Private Streets (with public access easements and public maintenance)

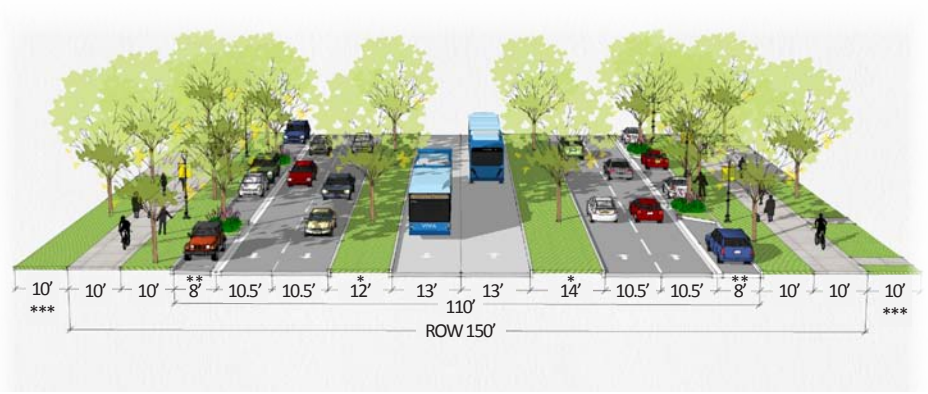
Street (ST)

Key: TT - # - # - T
- Street Type
- Right of Way Width
- Pavement Width
- Transitway

Notes:

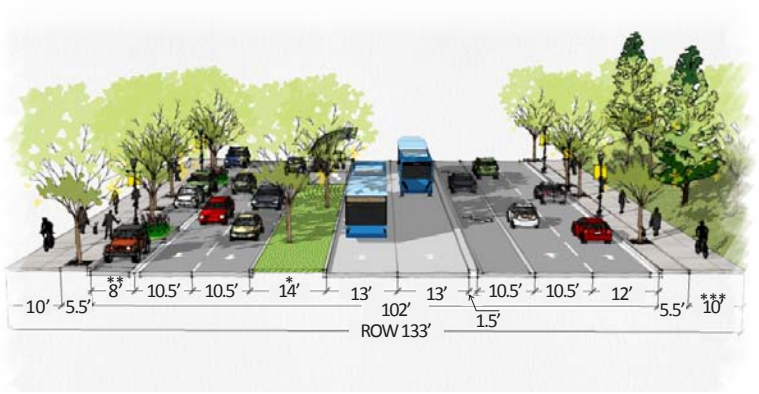
- Streets numbers ordered according to R.O.W. size.
- Building footprints shown for illustrative purposes.
- At secondary and tertiary streets, curb radii shall be limited to 15' where curbside parking occurs and 25' where curbside parking does not occur and where bulb-outs occur.
- Proposed private streets and non-designated streets shall be finalized during the DSUP process.
- The location and design of the roads within the Adams neighborhood are subject to the CDD conditions and shall be finalized in the DSUP approval.

North Beauregard Street
ST - 150 - 110 - T



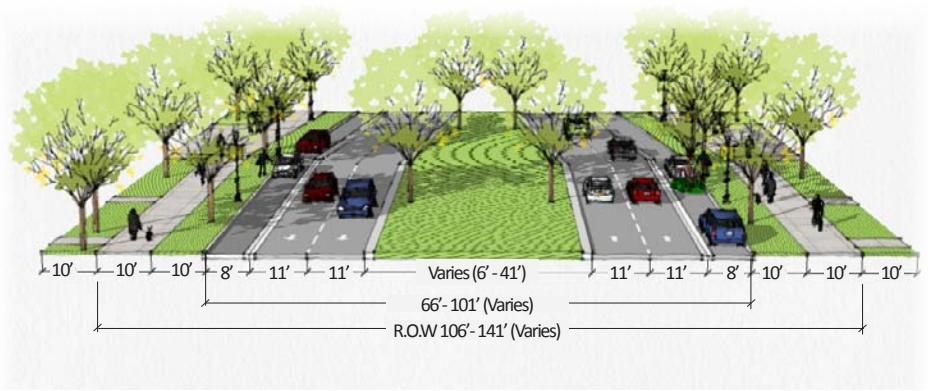
Notes:
* Planting median at intersections will include turning lanes, width of medians varies from 1.5′-14′ based on existing conditions.
** Optional bulb-outs shown.
*** Required Setback - Refer to Chapter 9 neighborhood specific guidelines for details

North Beauregard Street
ST - 133 - 102 - T

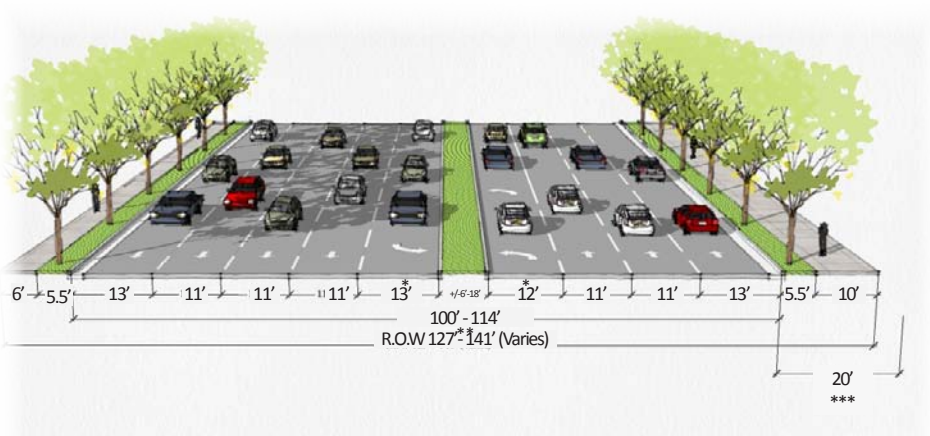


Notes:
* Planting median at intersections will be turning lanes width of medians varies from 1.5′-14′ based on existing conditions.
** Optional bulb-outs shown.
*** R.O.W. to be acquired from the property owners

North Beauregard Street
ST - 66-101 - 106-141



Seminary Road
ST - 127-141 - 100-114

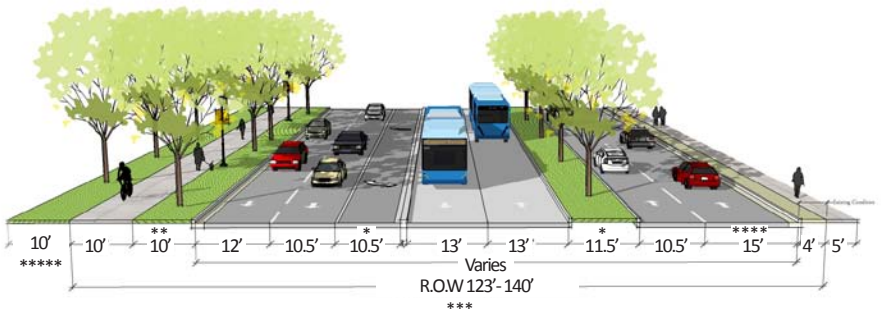


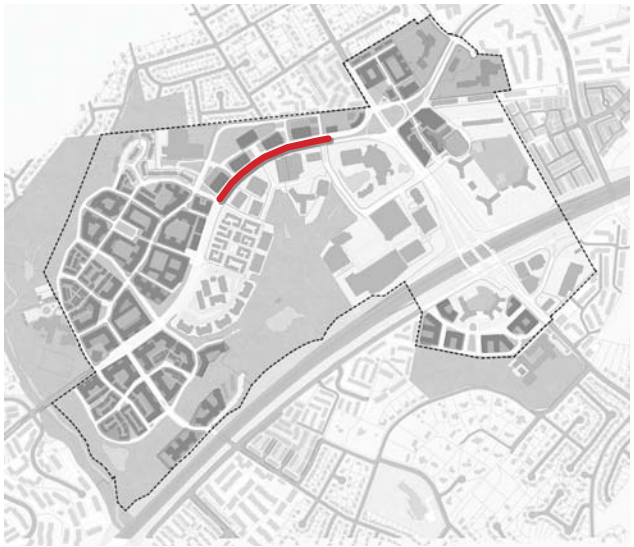
Notes:
* Planting median at intersections will be turning lanes width of medians varies from 1.5′-14′.
** Optional bulb-outs shown.
*** Required Setback - Refer to Chapter 9 neighborhood specific guidelines for details

Notes:
* Turn lane only present in certain areas. Pavement width varies.
** Total Right-of-way width varies based on turn lane and existing conditions.
*** Required Setback from face of curb for new buildings

7.4 Street Standards & Guidelines

North Beauregard Street
ST - 123-140 - varies - T





Notes:

* Planting median at intersections will be turning lanes. Width of medians varies from 1.5' - 14'.

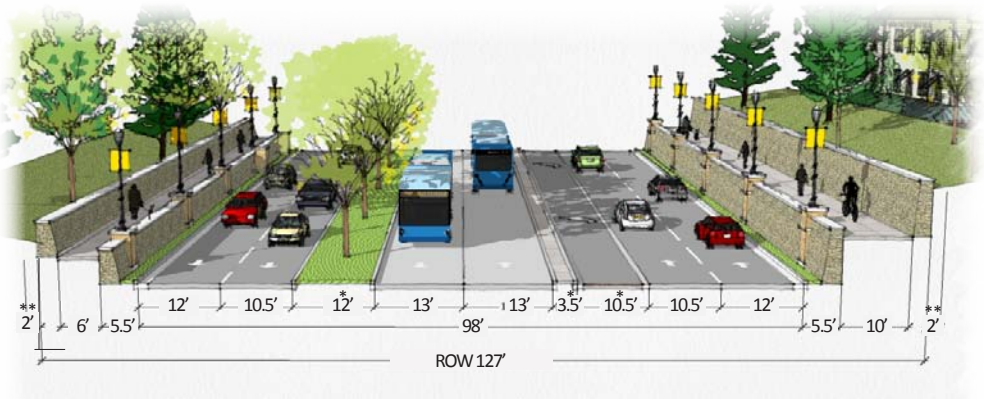
** Variable width landscape strip @ certain locations

*** Total Right-of-Way width varies based on median widths and existing conditions.

**** Lane width varies between 12'-15' due to existing conditions.

***** Required Setback - Refer to Chapter 9 neighborhood specific guidelines for details

North Beauregard Street
ST - 127 - 98 - T

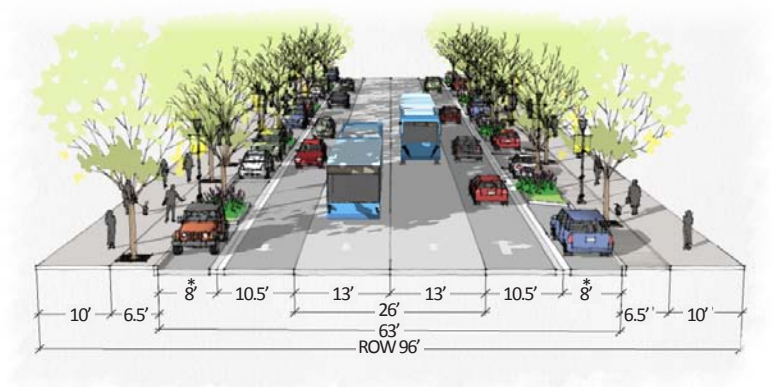


Notes:

* Planting median at intersections will be turning lanes width of medians varies from 1.5'-14' .

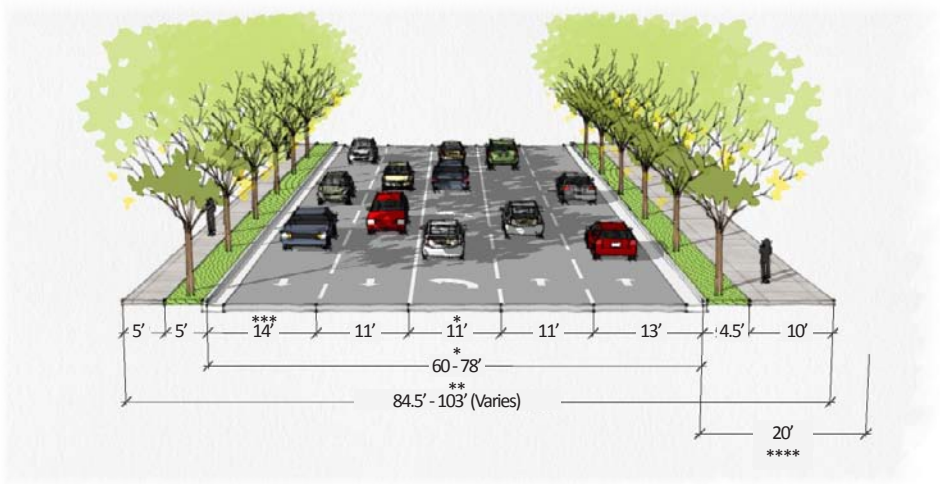
** Maintenance easement for the wall

Sanger Avenue
ST - 96 - 63 - T



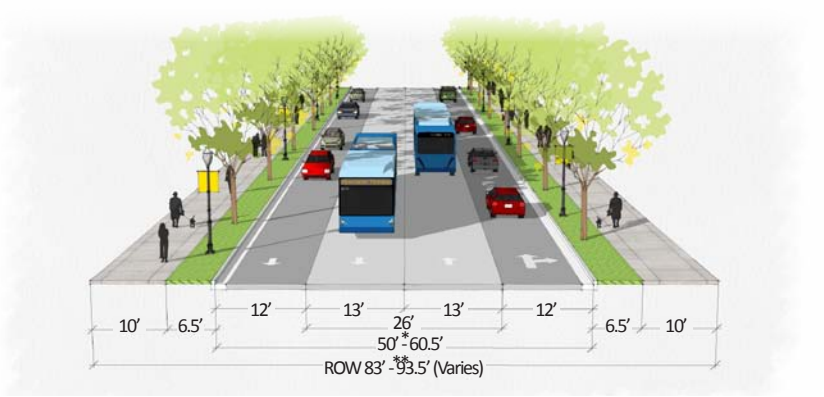
Notes:
*Optional bulb-outs shown.

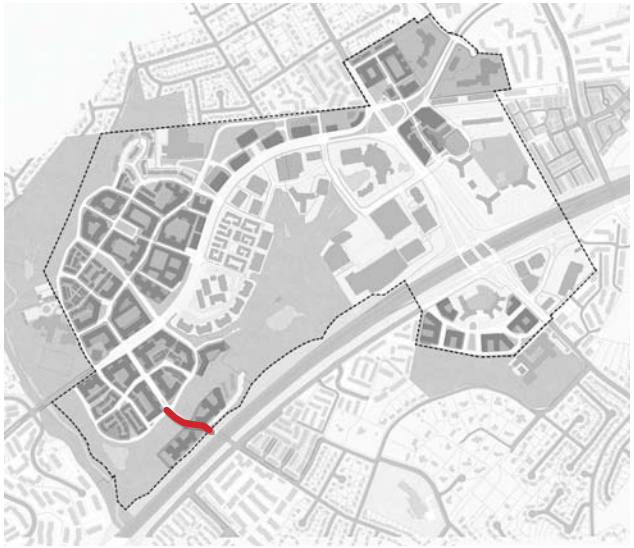
Seminary Road
ST - 84.5-103 - 60-78



Notes:
* Turn lane only present in certain areas. Pavement width varies.
** Total right-of-way width varies based on turn lane and existing conditions.
*** Section does not include the additional eastbound right turn lane to the southbound direction of the ellipse.
**** Required Setback from face of curb for new buildings

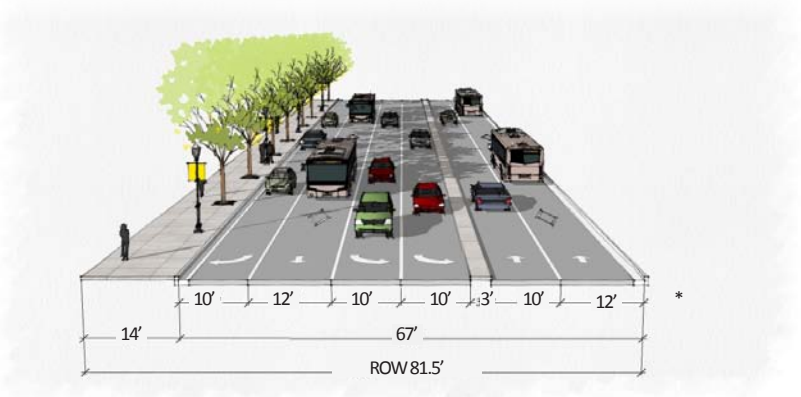
ST - 83-93.5 -50-60.5 - T





Note:
* Turn lane only present in certain areas. Pavement width varies.
** Total R.O.W. width varies based on turn lane.

ST - 81.5 - 67 - T

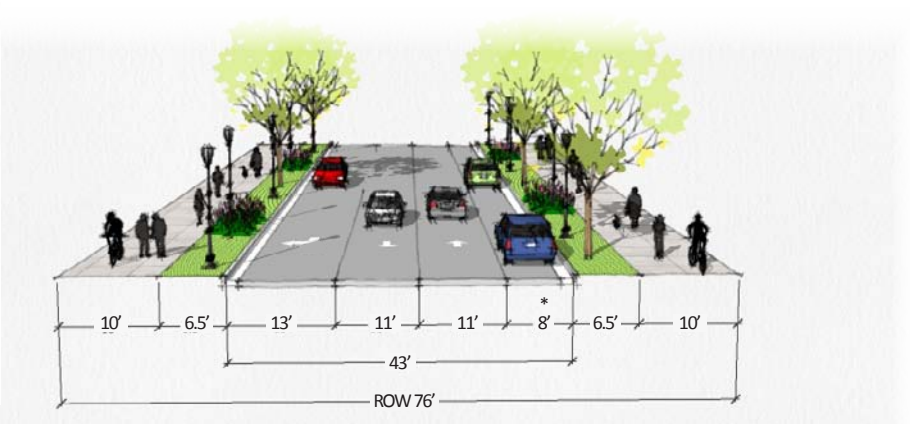


Note:
* Pedestrian access in existing surface parking lot through landscape islands to be provided.

ST - 77 - 48

Notes:
* Optional bulb-outs shown.
**Planting strip at urban locations shall be tree wells
- R.O.W.s may vary based on existing conditions.

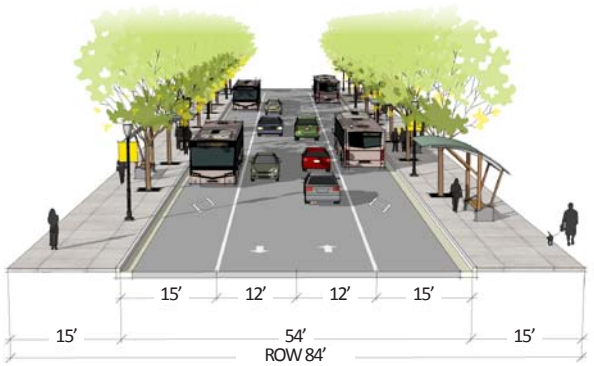
ST - 76 - 43



Note:
*Optional bulb-outs may be placed at the intersection N. Beauregard Street

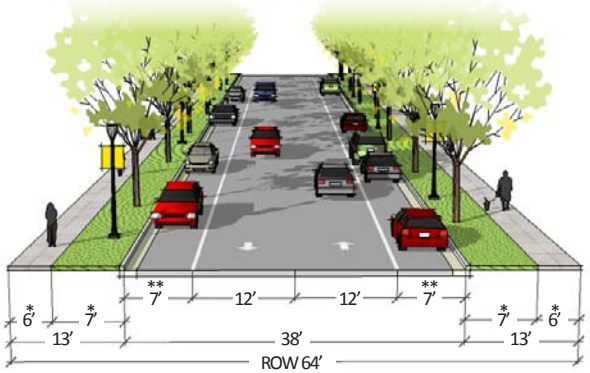
7.8 Street Standards & Guidelines

ST - 84 - 54 - T



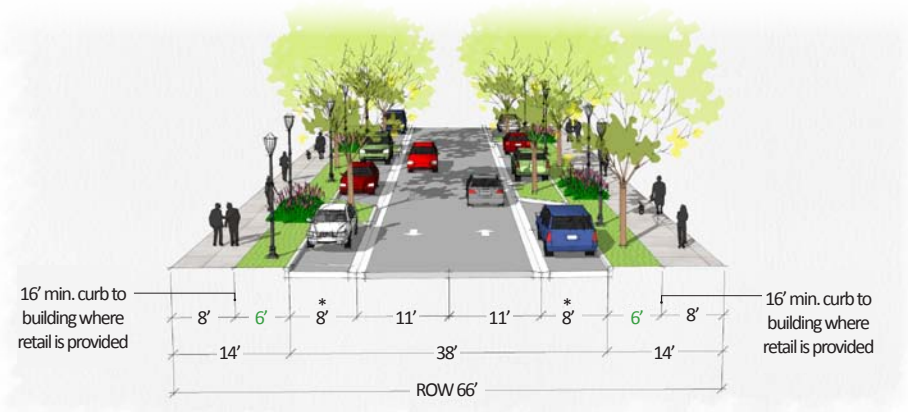
Note:
Section for transitway station may shift in location along the street.

Old/New Kenmore Ave.
ST - 64 - 38



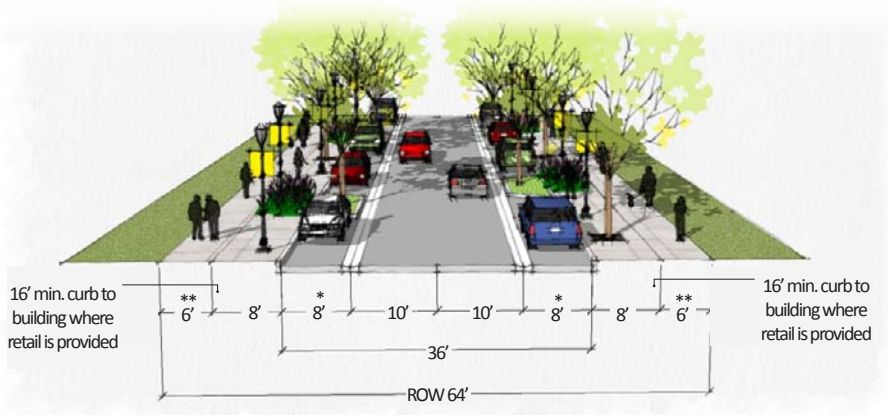
Note:
R.O.W. based on existing condition
*Planting strip at urban locations may be tree wells
**On-street parking dedicated to Seminary Towers

ST - 66 - 38



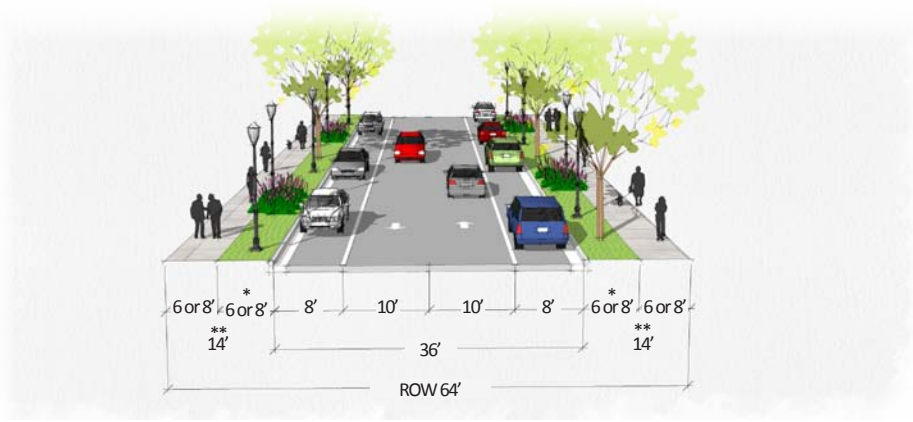
Notes:
*Optional bulb-outs shown.
There will be turn lanes at some intersections

ST - 64 - 36

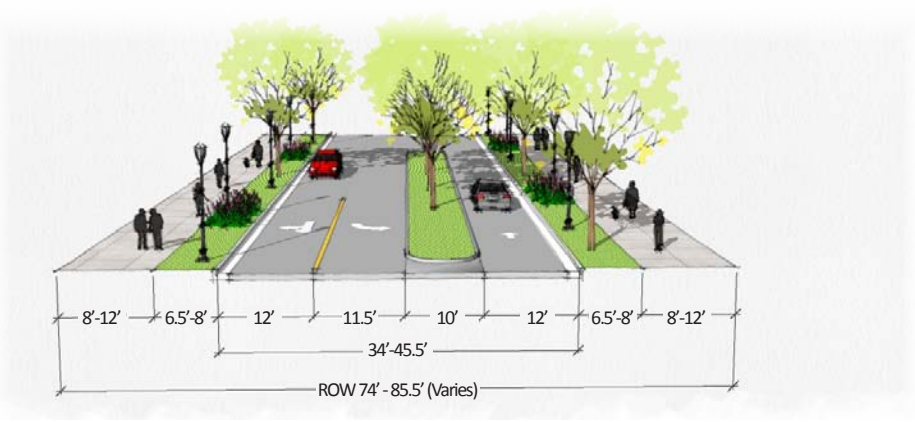


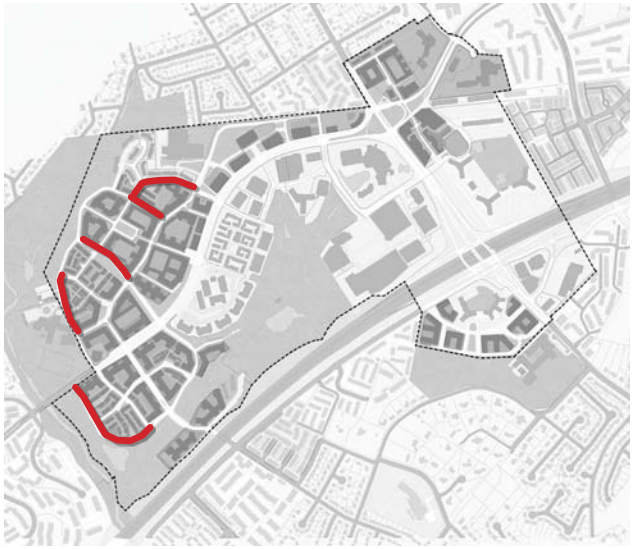
Notes:
*Optional bulb-outs shown.
** Sidewalks vary on the Southern Towers neighborhood. Refer to the Framework Diagram and/or for details.
There will be turn lanes at some intersections.

ST - 64 - 36



ST - 74-45.5 - 34-45.5





Notes:

* Planting strip at urban locations may be tree wells

** Where 6 feet. sidewalk is provided the landscape strip or the tree wells shall be increased in width to 8 feet.

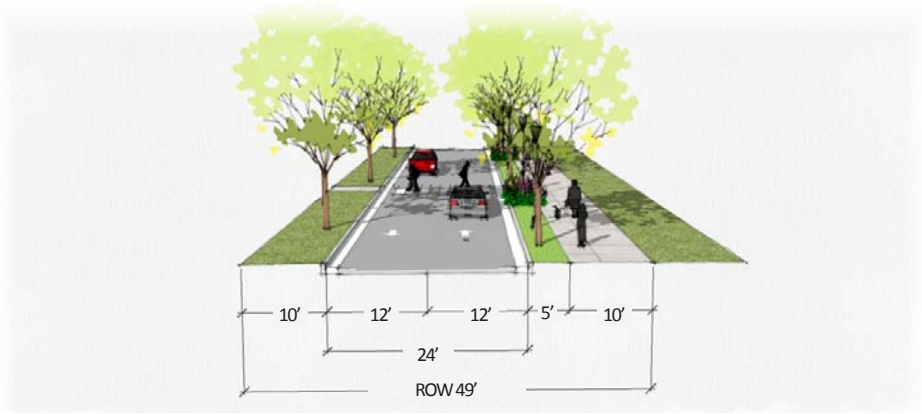
Right-of-Ways may vary based on existing conditions.

Note:

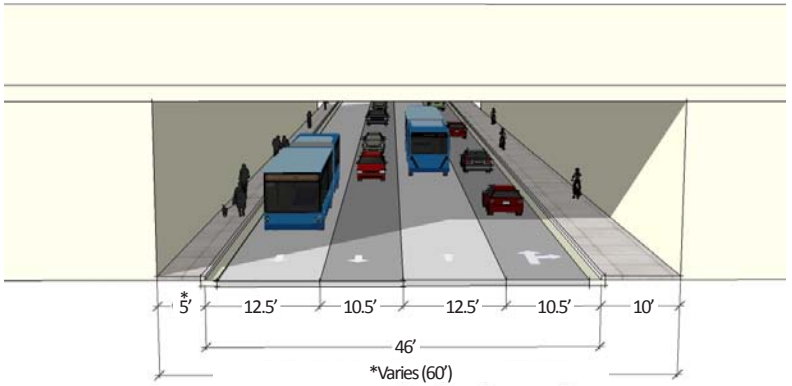
The location and design of the roads within the Adams neighborhood are subject to the CDD conditions and shall be finalized in the DSUP approval.

DRAFT

ST - 49 - 24



ST - varies - 46

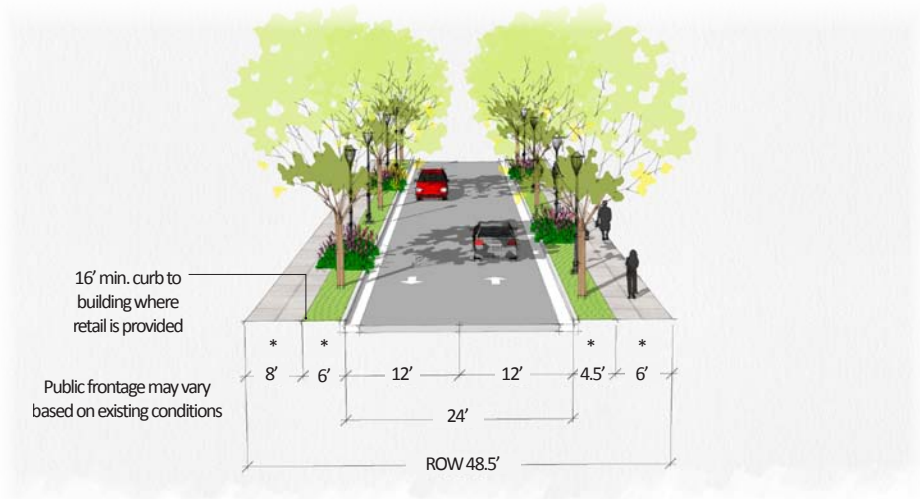


Note:
The location and design of the roads within the Adams neighborhood are subject to the CDD conditions and shall be finalized in the DSUP approval.

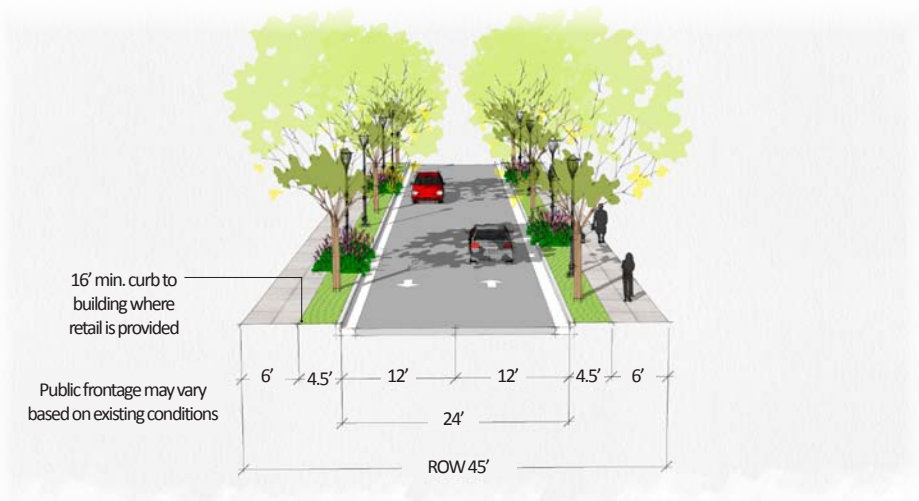
Note:
*Width of sidewalk varies pending on existing width of bridge

7.12 Street Standards & Guidelines

ST - 48.5 - 24 - T

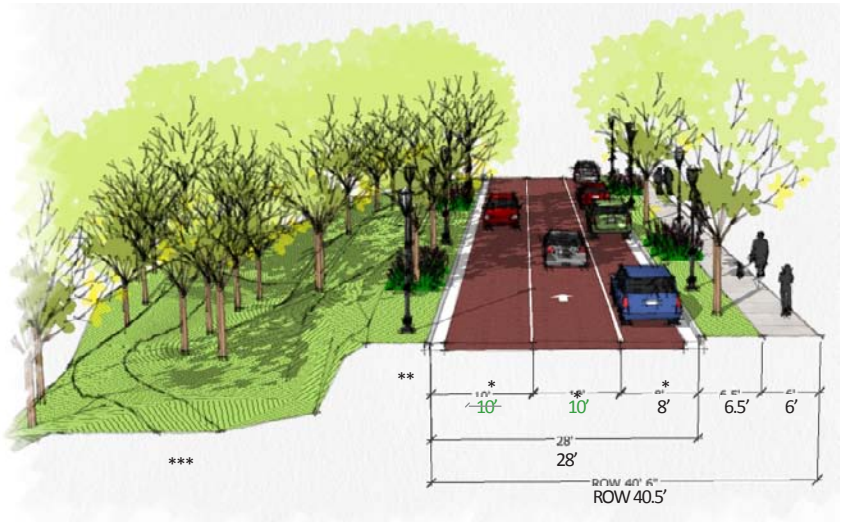


ST - 45 - 24 - T



Note:
Street sections on the Southern Towers site are under reconsideration.
*Public frontage (sidewalk/verge) may vary based on existing conditions

ST - 40.5 - 28



Notes:

*Pavement material should be pervious, unique in textured and appearance from typical streets. Optional landscape islands may be used within the transitway.

**A swale curb type should be utilized along the Dora Kelley Nature Park frontage.

Street may be one or two way circulation as determined by the development review process.

7.14 Street Standards & Guidelines

Chapter 8: Public Realm & Streetscape Standards & Guidelines

The design of the public realm, including sidewalks and other pedestrian amenities is intended for the comfort of residents and visitors to the neighborhood and can provide opportunities for gathering, enhanced pedestrian circulation, and visual interest. Pedestrian amenities and public realm detailing may take many forms, including, but not limited to benches, bicycle racks, pavilions, gazebos and other amenity structures, bus shelters, and waste receptacles. Selected Items of the streetscape assembly are defined and illustrated in Chapter 10 - Definitions

i. General Standards

(1) Street Furniture (such as: street lights, benches, bike racks, trash receptacles, newspaper boxes, etc.) shall comply with city standards and be selected from the City of Alexandria's pre-approved list.

a) Sidewalks

i. Standards

(1) Sidewalks shall be provided on each block and shall be continuous on each side of the street, which has adjacent development.

(2) New sidewalks shall be a minimum width of 6 feet clear. Greater sidewalk widths shall be provided as required by the street cross sections as shown herein, or where retail is provided.

(3) City maintained sidewalk materials shall be concrete. Brick sidewalks will not be allowed within the R.O.W.

(4) Tree wells and landscape strips shall be planted with appropriate ground cover plantings.

(5) Adequate pedestrian clearance shall be considered where transitway stops are located.

(6) Pedestrian facilities shall be compliant with the Americans with Disabilities Act (ADA)

(7) Bulb-outs are required on North Beauregard as depicted within the street cross-sections herein.

(8) Curb Radii shall be limited to 15 feet where curbside parking is provided and 25 feet where curbside parking is not provided.

(9) Sidewalks shall align with one another and connect to open space trails and paths, providing an unbroken circulation system.

(10) Except in open spaces, sidewalks shall be placed adjacent to the street with openings in the sidewalk to accommodate tree wells and/or landscape strips.

(11) Pedestrian paths through open spaces and mid-block connections shall serve as extensions to the street sidewalk system.

(12) If a local transitway stop is located on a bulbout, the bulbout shall be at minimum 30 feet in length to accommodate rear alighting.

ii. Guidelines

(1) Bulb-outs are recommended for streets where parallel parking is provided.

(2) In residential areas, bulb-outs should only be used at intersection where crossing time is significant and pedestrian refuge is needed.

(3) Special paving and patterns are recommended for building entrances (excluding retail).

b) Benches

i. Standards

(1) Benches shall be provided for rest opportunities in areas of gathering or high pedestrian activity (such as along mixed-use and retail frontages).

ii. Guidelines

(1) Benches should be provided where appropriate in locations based on the specific ground floor use and the location of bus stops and public open space.

c) Bike Racks

i. Standards

(1) Bike racks or storage areas shall also be provided in parking garages.

(2) Bicycle racks shall be capable of holding at least 2 bicycles.

(3) Bicycle racks shall be permanently anchored in a concrete footing to promote stability and security.

ii. Guidelines

(1) Bike racks should be placed in groups at convenient, safe, well lit paved areas in the building or curb zone.

d) Trash/Recycling Receptacles

i. Standards

(1) Waste receptacles shall be placed adjacent to building entrances, in selected locations along streets, sidewalks and trails, transitway stations, local transitway stops and in other locations determined by the property owners.

(2) A minimum of one waste receptacle shall be provided at each intersection in mixed-use areas.

(3) Waste receptacles shall be provided as per city standards.

e) Bollards

i. Standards

(1) Bollards shall be at a height of 30 to 40 inches above grade, except in service areas where bollards shall be 30 to 48 inches in height, with a minimum diameter of 8 inches.

(2) Bollards with lighting shall not exceed 4 feet in height and shall have a concealed light source.

(3) Bollards in service areas shall be traffic yellow. In other locations bollards shall be black

f) Street Trees

i. Standards

(1) Continuity of street character shall be reinforced through the use of street trees. Contrasting species shall highlight special locations such as public parks and plazas.

(2) Trees shall be planted in continuous planting strips or tree wells according to City Street Standards and cross-sections shown in Chapter 7. Planting strips should be a minimum continuous width of 4 feet. Tree wells shall be provided adjacent to on-street parking, within the Required and optional Retail Areas, while in residential areas landscape strips should be provided. See illustrated definition in Chapter 10 - Definitions

(3) Street tree species selections shall contribute to street character through height, canopy, and foliage. Species shall be approved by the City.

(4) Trees in public frontages shall provide, at maturity, a minimum vertical clearance of six feet at walkways, 13.5 feet at driveways and transportation ways, and 15 feet for loading areas.

(5) Trees within the median and street trees on N. Beauregard St. shall be 4" caliper at installation.

(6) A continuous spacing of street trees lining both sides of each street, 30 feet on center/average shall be provided.

(7) Trees adjacent to the transitway and local transit stops shall not interfere with transit operations. There should be adequate vertical clearance for trees and transit vehicles.

ii. Guidelines

(1) Tree well surface openings should be a minimum of 4 x 10 feet.

(2) Street trees should predominately be large shade trees and should provide a sufficient diversity of tree species/genus/family to prevent catastrophic loss.

(3) Open space trees should follow the above stated diversity standards, and should be different from adjacent street trees.

g) Lighting

i. Standards

(1) Street lighting fixtures shall be single, black Dominion Virginia Power acorn lighting fixtures with a standard black finish. The street lights on North Beauregard shall be double acorn with a standard black finish. Other larger fixtures, if necessary, shall meet city standards.

(2) Street lights shall be designed to minimize light spillover. Where located next to residential uses, streetlights shall include house-side shields as needed to prevent lighting from directly entering residential windows. Upward cast stray lights shall also be excluded or significantly limited through fixture reflection/refraction or shielding.

(3) Street lights shall be placed to avoid conflict with street trees and sidewalks, and shall be placed to be convenient to service.

(4) The placement of trees and lighting shall be coordinated.

ii. Guidelines

(1) A combination of pedestrian-scaled light fixtures and vehicular light fixtures should be utilized to ensure a well-lit street area and to establish appropriate lighting and contextually unifying elements along the street.

(2) The height of light fixtures should promote a pedestrian scale to the public realm. Pedestrian-scaled fixtures should be used on streets.

(3) Potential sources of glare should be completely shielded from any street. Glare control may be accomplished primarily through the proper selection and application of lighting equipment.

h) Transit Stations and Stops

i. Standards

(1) Platforms at stations along the transitway shall be at minimum 10” in height and rundowns/run-ups from the platform to the station area must be ADA compliant.

(2) All transitway stations shall be covered and include seating, a waste receptacle, and real time transit information.

(3) Where feasible, local transitway stops shall include a bus stop bench, bus shelter including a bench, or a covered area such as an awing with seating beneath.

(4) Bus stops shall be well illuminated.

i) Stormwater Management Ponds

i. Standards

(1) The Stormwater Management Pond and its immediate surroundings shall be developed as a community amenity. The pond and its immediate surroundings shall have a level of public use and interaction based on programming to be developed through the DSUP process and shall support ecological function and habitat quality.